

Attendance of the March 20, 2002 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale & Associates
Bacharach, Jacki	South Bay Cities Council of Governments
Balmir, Sandra	Federal Highway Administration
Brown, Hon. Art	City of Buena Park
Calix, Robert	LA County Metropolitan Transportation Authority
Carpenter, Jeff	City of Los Angeles Community Redevelopment Agency
Cheng, Luke	LA County Metropolitan Transportation Authority
Cuevas, Armando	City of Los Angeles
Daniels, Hon. Gene	City of Paramount
DiCamillo, LaDonna	BNSF Railway
Dixon, Hon. Richard	City of Lake Forest
Dorland, Kanya	Port of Los Angeles
Fagan, Dr. Paul B.	Caltrans – District 8
Fox, Justin	Wilbur Smith Associates
Gill, Jim	California Trucking Association
Green, Gary	Caltrans District 8
Hicks, Gill	Gill V. Hicks and Associates, Inc.
Kim, Yi Hwa	LA Unified School District
Lai, Sue	Port of Los Angeles
Lau, Charles	Caltrans - District 8
Lee, Francis	Caltrans- District 7
Maggio, Joe	APL
Morris, Hugo	Teamsters Joint Council 42
Morrison, Dustin	CHP – So. Division Special Services
Mulchano, Sharad	LA County Metropolitan Transportation Authority
Neely, Sharon	ACE Construction Authority
Proo, Hon. Beatrice	City of Pico Rivera
Randolph, Stan	Caltrans
Ratzliff, Dale	Caltrans
Sanchez, Margarita	Boyle Heights Mejoramiento
Senecal, Patti	California Trucking Association
Shultz, Kim	San Bernardino Associated Governments
West, Dale	Western Riverside Council of Governments
Wilson, A.J.	Pomona Valley Ed. Foundation

SCAG Staff

Amatya, Naresh

Griffin, Mark

Havens, Alan

Ruano, Marco

Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, MARCH 20, 2002**

1.0 **CALL TO ORDER**

Councilmember Art Brown, City of Buena Park, called the meeting to order at approximately 9:35 a.m. A list of those in attendance is included in the minutes.

2.0 **PUBLIC COMMENT PERIOD**

There were no public comments.

3.0 **CONSENT CALENDAR**

3.1 **Approval Items**

3.1.1 Approval of the February 20, 2002 Minutes

ACTION: Motion to approve the minutes was accepted and seconded with no objections.

4.0 **INFORMATION ITEMS**

4.1 Preliminary Schedule for 2004 RTP Update

Mr. Naresh Amatya, SCAG, presented this item. Under federal and state law, SCAG is required to update the Regional Transportation Plan once every three years, which contains three components. The first is to project growth in the region. The second is to develop transportation plans and programs in order to address the region's needs. The third is to identify funding needed to implement those plans. In addition to these components, the Plan must comply with federal air quality conformity and environmental requirements. The next RTP must be adopted by April, 2004.

There are several key milestones to note regarding the development of the RTP. The first occurs during the third quarter of 2002 – recommendations regarding broad program goals, objectives, and policies. These recommendations will lead to the development and evaluation of alternatives, and from these alternatives a preferred alternative will be selected. The draft RTP and associated EIR is scheduled to be released in summer 2003. Adoption of the final RTP is scheduled for April, 2004. Once the Regional Council adopts the final RTP, the plan is sent to the federal government for their certification of air quality conformity and consistency with federal policies. A conforming plan must be adopted by June 8, 2004.

4.2 I-10 Position Paper

Mr. Mark Griffin, SCAG, presented this item. Staff has drafted a letter, which is under management review, in response to the National I-10 Freight Corridor Study conducted by state Departments of Transportation along the I-10 from California to Florida. SCAG supports this project, is glad to see the study reflects the objectives that were pursued in the Southwest Passage and Compact studies, and asks that established RTP projects be incorporated into the I-10 project list. SCAG believes DOTs should seek the participation and involvement of MPOs, COGs, and local cities to the greatest extent possible. Also, projects identified through the study should be brought to SCAG for consideration of inclusion into the RTP.

4.3 Status Reports: Staff Report

- National Freight Forum Comments

Mr. Jim Gosnell, SCAG Director of Planning and Policy, recently attended a national freight roundtable discussion related to TEA-21 reauthorization in Washington, D.C. Policy recommendations resulting from the discussion include increasing transportation capacity along with improved operations; improving state and MPO financing mechanisms for freight; and advocating the creation of a national freight advisory council. Also presented were proposals to mandate freight stakeholder representation on MPOs, multi-modal freight planning, and funding of state and MPO freight specialists.

Ms. LaDonna DiCamillo, BNSF, added that the Association of American Railroads has seven policy recommendations for TEA-21 reauthorization, including improving Section 130 funds, which are used to upgrade grade crossings; encouraging MPOs to include freight rail in the planning process; and improving creative financing methods, including modifications to TIFIA.

Goods Movement RFPs

- Empty Container Study

This study is virtually complete. A draft report should be released shortly.

- Truck-Rail Study

Further work is being done using SCAG's Regional Truck Model database. The study is 95% complete.

- Railroad Project Management Technical Support

The Regional Council has approved the selection and evaluation committee's recommendation of a consultant.

- Port and Modal Diversion Study

The proposals for this study have been received and are under review.

In addition, a scope of work is under development for the SR-60 MIS. The scope of work should be available at the next GMAC meeting.

4.4 South Bay Cities Rail Study

Mr. Justin Fox, Wilbur Smith Associates, presented this item. This study examines the Harbor Subdivision of the old Atchison, Topeka, and Santa Fe Railway line through the south bay (now used by BNSF freights) and was funded by SCAG through the South Bay Cities Council of Governments.

The purpose of the study is to determine the effects of the Alameda Corridor on the line after the corridor opens in April 2002. Specifically, how much traffic will still operate on the Subdivision, and what alternative uses are there for the line?

The Harbor Subdivision starts at Redondo Junction in downtown LA, goes west along Slauson, then down Century blvd. to LAX, and finally south through the south bay cities. The study focuses on the middle and southern portions of the line.

Currently, there are 14 port related trains per day traversing the length of the line in addition to 6 local trains per day serving local customers such as petrochemical facilities. The 14 port related trains would switch to the Alameda Corridor once the corridor opens. On the other hand, the 6 local trains currently running on Subdivision will continue to operate. Even with the Alameda Corridor, there could still be some trains that travel the entire route. As a result, all rail infrastructure will need to be maintained.

The Harbor Subdivision can be adapted to public transportation use. For example, a Metrolink line to LAX or a high-speed rail line could be implemented. Alternatively, the Green Line could be extended southward from its current terminus. Another possibility is rail shuttle service. Using the Harbor Subdivision and connecting to tracks of the Pacific Harbor Line, the shuttle could perhaps be extended to run into downtown Long Beach, linking it to the Blue Line. As a result, transit service between Long Beach and LAX would be possible. The south bay cities will need to form a stakeholders group to determine the most appropriate option. Non-rail uses include widening local streets, bicycle paths, and pedestrian walkways.

4.5 Global Gateways Report

Mr. Stan Randolph, Caltrans, presented this item. In April 2000, SCR 96 required Caltrans to develop a document that investigated the corridors serving California's global gateways, including the Ports of Los Angeles, Long Beach, and Oakland. Much effort was made to solicit stakeholder input, and the resulting work can be called a stakeholders options document.

The report focuses on those facilities with the highest freight volumes and greatest transportation challenges, including international airports, seaports, rail lines, trade corridors, etc., and is designed to generate discussion among major policy holders. The report proposes ideas, not specific projects. A Global Gateways summit meeting is scheduled for April 11, 2002 at the LACMTA Board Room.

In soliciting stakeholder input, respondents were asked to complete a survey. Based on this survey, most stakeholders believe that funding for goods movement improvements will come from public-private partnerships as well as through modifications in existing funding programs.

The report also states that the distribution of funds from the State Transportation Improvement Program should be revisited because interregional projects do not receive adequate funding.

6.0 **COMMENT PERIOD**

Ms. Margarita Sanchez, Boyle Heights Mejoramiento, spoke against the high number of trucks as well as truck route designations on local streets in her neighborhood.

Mr. Griffin noted that SCAG would like to update the truck route map, last produced in 1989. The update is contingent upon available funding in the 2002-2003 fiscal year budget.

Ms. Yi Hwa Kim, LAUSD, is concerned with truck routes as they affect local schools. LAUSD is concerned primarily with student safety and air quality issues.

Mr. Joe Maggio, APL, discussed his thoughts on inland intermodal facilities, which he referred to as "freight villages". Mr. Maggio will do a presentation on this topic at the next GMAC meeting.

Mr. Jim Gill, California Cartage Company, spoke in support of the "freight village" concept, and would like to work to collectively with SCAG and other entities to solve the region's congestion and air quality problems.

Ms. Patty Senecal, Transport Express, spoke on trucking issues and regulations, as well as Assembly Bill 2650. The bill states that terminals will be fined \$250 for any truck idling at their terminal for more than 15 minutes. Terminals will not be fined if the terminal is continuously open for more than 16 hours.

7.0 **NEXT MEETING**

The next regular GMAC meeting will be:
Wednesday, April 17, 2002
9:30a.m. – 11:30a.m.
SCAG Offices, San Bernardino Conference Rooms A&B

8.0 **ADJOURNMENT**

The meeting was adjourned at 12 noon.